

THE DELAWARE & HUDSON RAILROAD BULLETIN



*The
D&H*

FEBRUARY 1, 1936

DAISY LAKE
WARRENSBURG, N.Y.

The Old True Things

THE old true things, and simplest,
I am sure they're still worth while;
That they help us hold our balance,
That they help us sing and smile.

*They are rock in days of sadness;
They are iron to hold by here
When our hearts are touching madness
And our souls are lost in fear.*

*They are sunshine when we need it,
They are bloom and fragrance, too;
They are beauty mid the shadows,
They can turn the dark skies blue.*

*Just the old true things and simple,
Chains that save and hold us tight
From the wreck of age-old struggle
And bring back the faith and light.*

—BALTIMORE SUN.



The

DELAWARE AND HUDSON RAILROAD

CORPORATION



BULLETIN

Saved Boy's Life

Tense Moments For Albany Veteran 53 Years at the Throttle

PEEDING toward Albany one day in 1924, ENGINEER FRANK DENISON, at the throttle of passenger train No. 44, spied a boy strolling across the Mohawk River bridge at Cohoes. Although there is a footpath on the span, the lad was following a zig-zag course, now walking on the tie ends, now on the stringers, again balancing himself on the rails, totally unaware of the approaching train. Repeated blasts of the whistle failing to interrupt the absent-minded stroll, MR. DENISON applied the brakes in emergency and stopped a few feet from the now terror-stricken lad.

"Dishes skidded across the tables in the diner that time," says MR. DENISON, "Probably some of the passengers complained of the 'rough handling' but the boy's life was saved."

At the time of his retirement on pension, September 1, 1935, he stood at the top of the Saratoga Division engineers' roster, with a total of 57 years' service with the Delaware and Hudson, his one and only employer. For over 53 years MR. DENISON has been an engineer, an unusual record believed to be unsurpassed on the Delaware and Hudson and rarely, if at all, elsewhere.



FRANK DENISON

Born in Albany, June 9, 1860, MR. DENISON had nearly completed the course in the high school, then located on State Street just below Eagle, when he decided to go to work. For some time he had been helping his father in his studio, making photographic prints and doing other work in that line, but he felt the urge to give railroading a try before accepting photography as a business.

Applying for a position with the Delaware and Hudson, MR. DENISON was hired as a wiper by Foreman Patrick Houlihan, to work in the Church Street shops at the foot of Green Street, Albany, where all manner of heavy locomotive repair work was done on Susquehanna Division locomotives. Business was just recovering from the depression of 1873 and it was at times difficult for the railroads to hire enough men.

After about six months as a wiper MR. DENISON was given a try-out as a fireman on William Eaton's switch engine, working on the freight house and industrial tracks at Albany. Theirs was a "bob-tailed," saddle-tank switcher, with the water tank over the boiler, and space for less than a ton of coal at the rear. Those locomotives had wood insulation around the boilers.

Shortly after he started firing MR. DENISON was transferred to the Saratoga Division, for some time working with Engineer James Martin on the *I. V. Baker*. They pulled six passenger trains daily to and from Waterford Junction where the cars were picked up by trains leaving and going to Troy. In between runs they handled switching work in Cohoes. Later he fired for Engineer Willis Fisher on Troy-Whitehall passenger trains.

On April 8, 1882, MR. DENISON was promoted and he never handled a single shovel of coal thereafter as a fireman. For five years he worked on runs at every terminal on the Saratoga and Champlain Divisions. At that time the master mechanic assigned the runs to engineers, although the latter were permitted to choose their own firemen. This custom, together with the practice of giving engineers the same engine regularly if possible, was believed to tend toward more efficient operation.

MR. DENISON pulled one of the two work trains used during the construction of the Lake George Branch. He worked at the Lake George end of the line, while Engineer John Blackall ran out of Fort Edward. One of the first gangs of Italians hired by the Delaware and Hudson was used on that job. MR. DENISON says he never met a finer group of men anywhere than they were.

For some time during his "wildcating" days he also handled the "Cannon Ball" a fast freight operating between Plattsburgh and the Capital District. Their consist on most trips was 18 cars of ore on the southbound trip and a string of empties on the return trip. His first regular run was on a similar train running between Port Henry and Troy.

Early in his term as an engineer he was assigned the runs on passenger trains 7 and 27, 8 and 28. Leaving Troy, they ran to Whitehall with No. 7, the fast sleeper, cleaned their fire and coaled up, and then continued to Rouses Point with No. 27, a local. On the return trip they ran local with No. 28 to Whitehall, the engine was serviced, and they completed the run to Troy with No. 8.

MR. DENISON spent many years in local freight service in the Capital District, holding the "Albany Road Job," handling industrial switching in Albany and the "Cohoes Job," switching at Cohoes and intermediate points to Albany.

For some years, too, he operated the Troy-Albany belt line locals in the winter and trains 33 and 44 between Albany and Lake George in the summer. When they made their first trip with the latter trains, usually on Memorial Day, they had 9 cars, pulled by a single 500-class engine. Later in the season, when traffic increased, they often handled as many as 18 cars in a single train, with two engines on the head end and one on the rear.

Many times they took upwards of 800 people into Lake George on a single trip.

In 1926 MR. DENISON took the Saratoga Division milk train, running from Green Island to Eagle Bridge over the B. & M., then to Castleton, Whitehall, and back to Green Island over the Delaware and Hudson. In 1923 he returned to the "Cohoes Job," holding it until the time of his retirement.

MR. and Mrs. DENISON, who live at 579 Morris Street, Albany, have been married 43 years, and have two children: Mrs. Everett W. Wyatt and Stover W. Denison, superintendent of the meter department of the New York Power and Light Corporation. In the past 68 years MR. DENISON has lived in only two houses: he resided at 159 Hamilton Street, Albany, for 45 years, and for the past 23 years has lived at his present address. He is a member of the Delaware and Hudson Veterans' Forty Year Group, a Mason, and a member of the Brotherhood of Locomotive Engineers.

Scot Scores One

A Scotch barber was visited by an Englishman who was a mutual acquaintance. Both being fond of a good joke, the following conversation took place:

Scotchman: "Did you ever hear the story of the Scotchman who had his brains removed and lived to tell about it?"

Englishman: "No."

Scotchman: "Because of the seriousness of the operation, a guard was in constant attendance. Several weeks after the operation, the guard being lax, the patient disappeared. Two years elapsed before he was finally located, and where do you suppose they found him?"

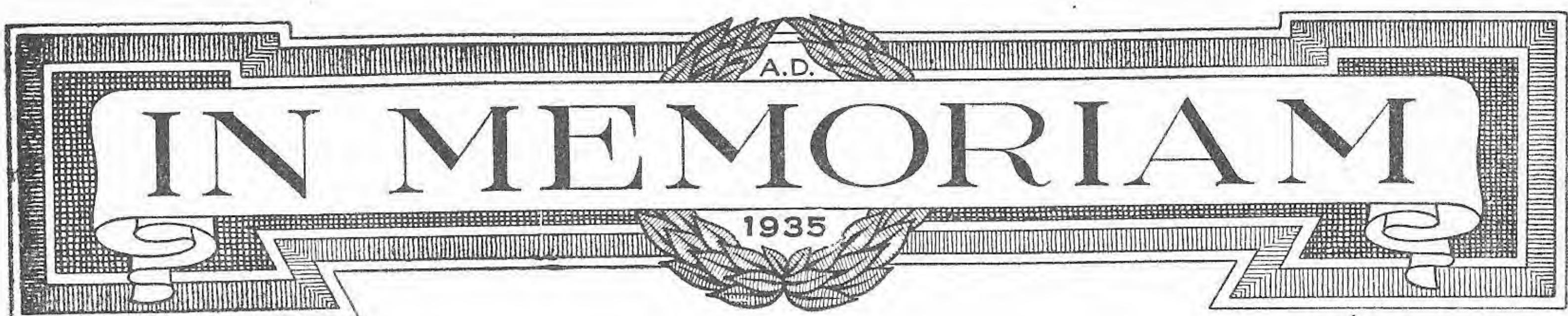
Englishman: "I'm sure I don't know."

Scotchman: "Over in England teaching school."

Fair Weather or Foul

THE promise of cold weather only means brighter skies for the railroads. Come the fall of the year, come rain and high winds followed by snow and sleet and frost, the formidable competition of the automobile begins to slacken.

The long-distance buses are big and fairly comfortable and go all winter on their appointed rounds; but they cannot pretend to be up with the railway cars in bad weather.
—*New York Times*.

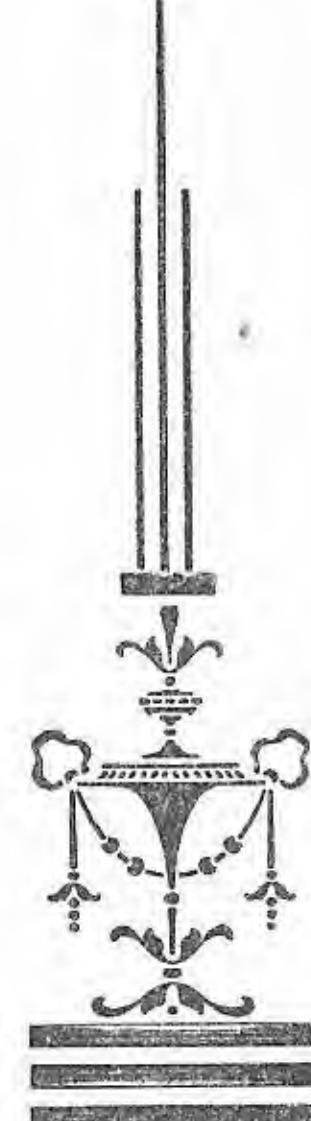
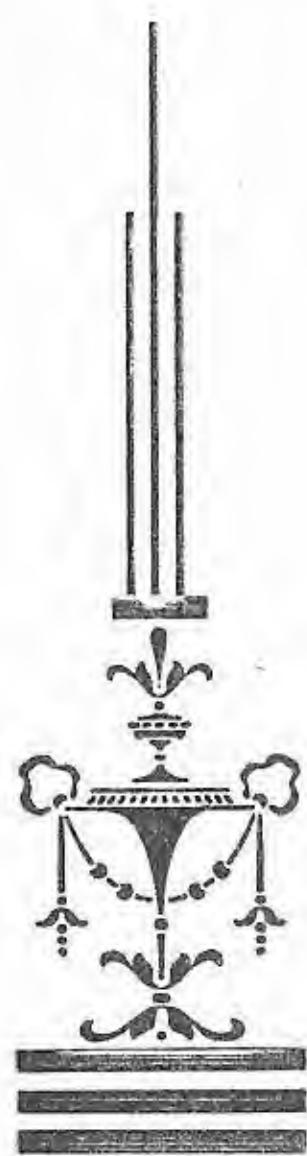


*"Time marches on — and unrelenting
Takes its toll of men."*

THIS unrelenting march has closed the year 1935 and in its passing has taken from our ranks 176 friends and fellow employees.

To us who still march with Time may the memory of those who were our companions furnish us with example and inspiration.

J. T. O'bee
VICE-PRESIDENT AND GENERAL MANAGER



The Roll

| NAME | OCCUPATION | LOCATION | ENTERED SERVICE | DIED |
|-------------------------|-------------------|---------------------|-----------------|----------|
| Abrams, William | Trainman | Lanesboro | June 3, 1911 | May 10 |
| Ames, Ernest S. (P) | Conductor | Saratoga Division | Mar. 1, 1892 | Oct. 31 |
| Arthur, Daniel A. | Trainman | Carbondale | Feb. 1, 1901 | July 19 |
| Baker, Grant | Section Foreman | Lake George | Oct. 11, 1886 | May 22 |
| Baker, John L. (P) | Trucker | Whitehall | June 16, 1917 | Apr. 23 |
| Ball, Cyrenius J. (P) | Conductor | Pennsylvania Div'n. | May 23, 1871 | Mar. 18 |
| Barcomb, Albert (P) | Night Foreman | Rouses Point | July 23, 1890 | Mar. 25 |
| Bayley, Judson, Sr. (P) | Stat. Engineer | Wilkes-Barre | Oct. 1, 1871 | Nov. 1 |
| Beahan, Fred | Ex. Cr. Watchman | Rouses Point | Sept. 27, 1922 | Mar. 24 |
| Beam, Earl W. | Patrolman | System | July 15, 1922 | June 15 |
| Blesser, Andrew (P) | Car Inspector | Mohawk | Feb. 1, 1880 | Sept. 4 |
| Bowler, Edward A. | Stock Card Clerk | Green Island | May. 22, 1923 | Oct. 14 |
| Brainerd, Lewis L. | Engineer | Oneonta | June 25, 1906 | Jan. 31 |
| Branigan, James (P) | Carpenter | Oneonta | June 1, 1908 | Aug. 11 |
| Brennan, Bernard F. | Wreckmaster | Carbondale | Aug. 1, 1882 | Apr. 14 |
| Brooks, Raymond J. | Fireman | Albany | Oct. 5, 1917 | Aug. 8 |
| Brown, Menzo R. (P) | Foreman | Cohoes | Apr. 1, 1894 | Sept. 30 |
| Buck, Edward | Trackman | Thompson | Mar. 16, 1922 | July 1 |
| Bumstead, Harry | Laborer | Colonie | Feb. 17, 1920 | Mar. 20 |
| Callahan, John | Laborer | Mechanicville | Apr. 20, 1907 | Mar. 15 |
| Carden, Jerome T. | Clerk-Caller | Carbondale | Mar. 20, 1926 | June 23 |
| Carozza, Tony | Ex. Gang Trackman | Ballston Lake | May 29, 1929 | Sept. 30 |
| Cawley, Calvin | Crossing Watchman | Ballston | Mar. 20, 1925 | Nov. 27 |
| Cerra, Pasquale | Car Repairer | Oneonta | Sept. 17, 1923 | Feb. 6 |

The Roll

(Continued)

| NAME | OCCUPATION | LOCATION | ENTERED SERVICE | DIED |
|-----------------------------|-----------------------|--------------------|-----------------|----------|
| Chamberlain, H. D. | Comptroller | New York | May 31, 1909 | Jan. 30 |
| Chambers, John (P) | Section Foreman | Lake George | July 1, 1887 | June 21 |
| Chandler, Henry F. | Fireman | Oneonta | Nov. 18, 1917 | Aug. 10 |
| Chapman, Henry (P) | Laborer | Carbondale | Aug. 1, 1876 | Mar. 12 |
| Chase, William H. | Gen'l. Sou. Frt. Agt. | Philadelphia | Dec. 15, 1890 | Sept. 13 |
| Chopiak, John | Trucker | Carbondale | Oct. 8, 1918 | Jan. 12 |
| Collins, Francis A. (P) | Conductor | Whitehall | Mar. 1, 1889 | Dec. 4 |
| Collins, James F. | Solic. Frt. Agt. | Albany | June 23, 1922 | Oct. 20 |
| Colwell, Frank T. | Agent | Parsons | Feb. 1, 1907 | Nov. 16 |
| Cronkrite, Delbert | Trainman | Rouses Point | Sept. 1, 1906 | Dec. 23 |
| Crounse, Harry (P) | Conductor | Susquehanna Div'n. | Dec. 1, 1889 | Apr. 25 |
| Cuck, Abram D. (P) | Conductor | Oneonta | May 1, 1887 | May 3 |
| Cullen, Michael, Sr. (P) | Trainman | Oneonta | Apr. 1, 1890 | July 21 |
| Cummings, Dominick (P) | Switchtender | Albany | May 1, 1884 | Dec. 29 |
| Cunningham, Patrick (P) | Crossing Watchman | Saratoga | Oct. 1, 1923 | Aug. 16 |
| Defoe, Arthur H. | Trackman | Bluff Point | Nov. 26, 1929 | Feb. 8 |
| Dempsey, John (P) | Crossing Watchman | Glens Falls | Mar. 1, 1916 | Feb. 24 |
| Derrick, Fred S. (P) | Fireman | Colonie | July 1, 1888 | Sept. 4 |
| Devaney, John F. | Laborer | Carbondale | Feb. 15, 1927 | Dec. 7 |
| Dirocco, Cesero | Trackman | Albany | Apr. 1, 1912 | Dec. 12 |
| Dolan, George H. | Section Storeman | Colonie | Sept. 1, 1920 | Oct. 21 |
| Dougherty, Thomas H. | Chief Clerk | Albany | Jan. 1, 1900 | Jan. 1 |
| Dow, Edward H. | A. D. F. & P. Agt. | Albany | Aug. 25, 1895 | Dec. 14 |
| Dunnigan, Arthur J. | Machinist | Carbondale | July 16, 1924 | Apr. 9 |
| Durning, Edward A., Sr. (P) | Clerk | Albany | Apr. 1, 1900 | Feb. 22 |
| Dwyer, Martin E. (P) | Roadmaster | Saratoga Division | Aug. 1, 1875 | Nov. 5 |
| Dyer, John B. (P) | Trainman | Whitehall | Feb. 6, 1892 | Sept. 22 |
| Emery Russell (P) | Fireman | Green Ridge | Dec. 1, 1887 | Aug. 12 |
| Ewins, George F. (P) | Toolsmith | Colonie Shops | Oct. 9, 1922 | Mar. 29 |
| Fay, John (P) | Crossing Watchman | Mayfield, Pa. | June 22, 1919 | Dec. 7 |
| Fenton, Henry G. | Foundry Carpenter | Colonie | Apr. 7, 1924 | Feb. 16 |
| Fernell, Michael | Crossing Watchman | Dickson | Apr. 16, 1919 | Mar. 13 |
| Fifield, Parsons (P) | Laborer | Plattsburg | Mar. 1, 1912 | Oct. 21 |
| Filkins, Schuyler | Master Painter | Saratoga Division | Aug. 8, 1909 | Mar. 22 |
| Foley, Dennis G. (P) | Gen'l. Foreman | Colonie | Jan. 1, 1903 | Jan. 11 |
| Frenya, Clarence | Cashier and Clerk | Lake Placid | Jan. 6, 1913 | July 18 |
| Gage, George (P) | Boilermaker | Colonie | Jan. 1, 1901 | Jan. 19 |
| Gifford, Arthur | Trackman | Voorheesville | May 8, 1929 | Nov. 9 |
| Giordano, Nicola (P) | Crossing Watchman | Scranton | Apr. 1, 1919 | Oct. 18 |
| Goodrich, Edward (P) | Stat. Fireman | Oneonta | July 1, 1905 | Dec. 5 |
| Gould, Grant | Agent | Cohoes | July 1, 1881 | Jan. 10 |
| Greene, William T. | Trainman | Champlain Div'n. | July 19, 1916 | Nov. 19 |
| Gutelius, F. P., Sr. | Res. Vice-President. | Montreal | June 1, 1917 | Sept. 12 |
| Hague, George | Trainman | Oneonta | July 4, 1903 | Sept. 11 |
| Hannon, John A. | Clk. and Clock Attdt. | Carbondale | Mar. 1, 1912 | Oct. 12 |
| Harding, Edward | Clerk | Albany | Jan. 13, 1890 | July 18 |
| Harkins, Neal J. | Crossing Watchman | Plymouth | Feb. 25, 1925 | July 5 |
| Harris, Ernest J. | Head Clerk | Albany | Oct. 19, 1913 | July 22 |
| Hart, Alex | Crossing Watchman | Glens Falls | Feb. 21, 1925 | Aug. 20 |
| Healy, William D. | Crossing Watchman | Green Ridge | July 9, 1929 | Oct. 1 |
| Herbert, Thomas F. | Engineer | Carbondale | Oct. 31, 1883 | Nov. 11 |
| Hollister, Lindsay H. (P) | Trucker | Port Henry | Dec. 1, 1875 | Jan. 3 |
| Holtzmanster, Anthony (P) | Stat. Fireman | Carbondale | Dec. 1, 1874 | Sept. 18 |
| Horton, William (P) | Crossing Watchman | Whitehall | Dec. 16, 1885 | Dec. 24 |

The Roll

(Continued)

| NAME | OCCUPATION | LOCATION | ENTERED SERVICE | DIED |
|--------------------------|--------------------|--------------------|-----------------|----------|
| Hotaling, Andrew B. (P) | Engineer | Susquehanna Div'n. | Apr. 6, 1882 | Jan. 16 |
| Hughes, Martin J. | Engineer | Colonie | July 13, 1903 | May 6 |
| Hughes, Moses R. (P) | Crossing Watchman | Albany | Apr. 1, 1916 | Apr. 1 |
| Johnson, Rens G. M. | Agent | Poultney | Nov. 1, 1872 | Dec. 24 |
| Kearney, Michael T. (P) | Crossing Watchman | Archbald | Apr. 6, 1926 | July 20 |
| Keenan, George D. | Conductor | Champlain Division | May 9, 1905 | Feb. 22 |
| Keeshan, John (P) | Trainman | Oneonta | Mar. 1, 1890 | Oct. 1 |
| Kelchawa, Neftody | Crossing Watchman | Olyphant | Apr. 16, 1924 | July 8 |
| Kenneally, William | Crossing Watchman | Glens Falls | Feb. 16, 1918 | July 28 |
| Kingsley, John D. | Trucker | Albany | Sept. 20, 1913 | June 18 |
| Lamar, Felix | Utility Man | Plattsburg | Jan. 10, 1907 | Aug. 9 |
| Lamb, Rowland C. (P) | Agent | Granville | July 1, 1873 | Jan. 1 |
| Lamore, William P. | Boilermaker Helper | Whitehall | Nov. 17, 1925 | Dec. 24 |
| Leach, Myron | Trainman | Oneonta | Dec. 22, 1916 | Sept. 6 |
| Leonard, Clarence B. | Chief Clerk | Colonie | Sept. 12, 1922 | July 2 |
| Leque, Eli | Loco. Painter | Colonie | June 11, 1923 | Nov. 16 |
| Llewellyn, James P. | Conductor | Carbondale | Dec. 3, 1902 | Sept. 26 |
| Long, William H. (P) | Engineer | Saratoga Division | Mar. 1, 1875 | Apr. 26 |
| Loomis, Hugh L. | Asst. Bagagemaster | Scranton | Mar. 12, 1913 | June 16 |
| Lynch, Daniel J. | Machinist | Carbondale | Oct. 7, 1924 | Dec. 13 |
| Lynch, Edward J. | Trainman | Oneonta | Apr. 15, 1916 | Aug. 31 |
| Lynk, William B. | Engineer | Binghamton | Jan. 13, 1890 | June 19 |
| Malane, Lewis J. | Trainman | Oneonta | Dec. 27, 1904 | Mar. 2 |
| Maloney, John J. | Trainman | Oneonta | May 8, 1900 | Sept. 26 |
| Mangan, James (P) | Hostler | Rutland | Nov. 18, 1872 | May 18 |
| Mattison, Charles A. | Trackman | Salem | Sept. 1, 1928 | Nov. 9 |
| Mayo, Charles M. | Clerk | Oneonta | Aug. 26, 1906 | July 10 |
| McAndrew, John L. | Trainman | Carbondale | June 26, 1917 | Jan. 30 |
| McAndrew, Martin | Crossing Watchman | Archbald | Oct. 23, 1928 | Dec. 28 |
| McDonough, Michael | Foreman Laborers | Colonie | Dec. 20, 1905 | Apr. 21 |
| McMichael, John | Crossing Watchman | Plymouth | Dec. 1, 1916 | Oct. 10 |
| McMinn, Frank E. (P) | Engineer | Carbondale | Feb. 1, 1895 | Feb. 22 |
| McQuillan, Robert J. (P) | Conductor | Rouses Point | July 1, 1887 | Sept. 2 |
| Mitchison, John T., Sr. | Switch Tender | Whitehall | Sept. 1, 1890 | Mar. 8 |
| Monahan, Thomas, Sr. (P) | Foreman | Oneonta | Nov. 1, 1883 | Sept. 23 |
| Montanino, Carmen | Material Man | Green Island | Feb. 13, 1923 | Mar. 28 |
| Morton, Robert | General Foreman | Oneonta | May 4, 1921 | June 24 |
| Mullins, Patrick J. | Engineer | Oneonta | Aug. 5, 1899 | Nov. 4 |
| O'Connell, Bridget | Cleaner | Albany | May. 16, 1918 | Oct. 25 |
| O'Neil, William A. | Pumpman | Oneonta | Jan. 29, 1929 | July 25 |
| Ostaszewski, Adam | Car Repairer | Oneonta | Sept. 1, 1922 | Sept. 1 |
| Parker, George M. (P) | Engineer | Susquehanna Div'n. | Apr. 1, 1884 | Apr. 1 |
| Parsons, Robert H. | Commercial Agent | Chicago | Jan. 1, 1927 | Dec. 4 |
| Pastore, Joseph | Car Repairer | Oneonta | Oct. 22, 1923 | Jan. 30 |
| Perham, Louis T. | Head Clerk | Carbondale | Feb. 18, 1918 | July 9 |
| Perkett, Joseph | Crossing Watchman | Hudson Falls | Dec. 22, 1924 | May 23 |
| Perrin, Anthony | Trainman | Oneonta | July 13, 1917 | Sept. 16 |
| Potter, Roland B. | Crossing Watchman | Mechanicville | Nov. 1, 1922 | July 11 |
| Potter, William C. (P) | Engineer | Kenwood | May 1, 1881 | Oct. 1 |
| Powers, Michael J. | Gen'l. Pass. Agt. | Albany | Mar. 1, 1900 | July 1 |
| Prentice, Charles M. | Foreman | Plattsburg | May 1, 1879 | Dec. 22 |
| Price, Frank | Engineer | Carbondale | Nov. 15, 1895 | Aug. 11 |

The Roll

(Concluded)

| NAME | OCCUPATION | LOCATION | ENTERED SERVICE | DIED |
|--------------------------|---------------------|-------------------|-----------------|----------|
| Rasmussen, Rasmus | Carpenter Foreman | Colonie | June 5, 1904 | Dec. 28 |
| Reardon, Frank C. | Supt. of Stores | Colonie | Jan. 29, 1891 | Mar. 9 |
| Richtmyer, Earl F. | Agent | Schoharie Jct. | May 2, 1912 | Julv 5 |
| Ritter, John | Material Man | Carbondale | Apr. 11, 1923 | June 7 |
| Rivers, William J. (P) | Engineer | Saratoga Division | Apr. 1, 1882 | Apr. 11 |
| Roach, James | Trackman | Binghamton | Dec. 20, 1928 | Nov. 21 |
| Roarick, Dow V. (P) | Fireman | Oneonta | Aug. 1, 1878 | Feb. 14 |
| Robbins, John | Machinist | Oneonta | Oct. 10, 1922 | June 30 |
| Robeson, William (P) | Crossing Watchman | Saratoga Springs | Mar. 1, 1920 | Sept. 5 |
| Robinson, John A. (P) | Switchtender | Colonie | May 1, 1877 | Jan. 4 |
| Rodd, John B. | Crossing Watchman | Whitehall | May 16, 1912 | Mar. 31 |
| Ross, Lyman W. | Section Foreman | North Creek | Apr. 7, 1897 | Mar. 3 |
| Rothermel, Daniel J. (P) | Switchtender | Plymouth | June 1, 1891 | June 9 |
| Ryan, John M. (P) | Crossing Watchman | Glens Falls | Dec. 16, 1918 | Mar. 18 |
| Sandoli, Dominic | Trackman | Worcester | May 3, 1926 | May 4 |
| Schoeller, William A. | Machinist | Oneonta | June 12, 1923 | May 27 |
| Shares, H. Curtis | Gang Leader | Whitehall | Feb. 14, 1926 | Feb. 26 |
| Sheehan, Michael (P) | Crossing Watchman | Albany | July 1, 1922 | May. 2 |
| Shipton, Fred | Crossing Watchman | Dickson | Apr. 27, 1925 | Dec. 24 |
| Sims, Clifford S. | Res. Vice-President | New York | May 31, 1907 | Jan. 30 |
| Sisson, Edward P. | Pumpman | Green Island | Dec. 15, 1922 | June 2 |
| Smith, Edward | Foreman | Scranton | Sept. 8, 1919 | July 8 |
| Smith, Elmer E. (P) | Conductor | Binghamton | Jan. 1, 1892 | Aug. 9 |
| Smith, Patrick J. | Turntable Operator | Carbondale | July 1, 1922 | Feb. 23 |
| Smith, Robert | Trainman | Wilkes-Barre | Sept. 25, 1906 | Feb. 2 |
| Sobers, James B. (P) | Laborer | Oneonta | July 1, 1916 | Jan. 30 |
| Spangenburg, Edward L. | Ditcher Engineer | Carbondale | Apr. 16, 1919 | June 11 |
| Speicher, Leo J. | Telegrapher | Carbondale | Apr. 1, 1901 | Sept. 15 |
| Stillwell, Millard E. | Devel. Machinist | Oneonta | Nov. 8, 1922 | Nov. 4 |
| Sullivan, John L. | Trainman | Colonie | Oct. 1, 1910 | Nov. 29 |
| Sullivan, Joseph | Crossing Watchman | Central Bridge | Aug. 15, 1892 | Jan. 2 |
| Thomas, David A. | Gang Foreman | Carbondale | Jan. 1, 1918 | Mar. 22 |
| Thorpe, Clark (P) | Flagman | Cobleskill | Apr. 1, 1874 | Oct. 28 |
| Vanderwerker, Ernest W. | Crossing Watchman | Bainbridge | Jan. 20, 1919 | Mar. 21 |
| Vickers, Wallace (P) | Engineer | Wilkes-Barre | July 1, 1888 | Dec. 2 |
| Vrooman, John L. (P) | Trainman | Colonie | July 1, 1898 | Apr. 15 |
| Walker, Robert | Trackman | Albany | June 2, 1930 | May 6 |
| Waters, Frederick C. (P) | Engineer | Colonie | Mar. 1, 1886 | Nov. 18 |
| Weed, Clinton V. | Crossing Watchman | No. Albany | Sept. 9, 1922 | Sept. 23 |
| Welch, Charles J. | Special Acct. | Albany | June 10, 1915 | Jan. 21 |
| Wilkins, Leslie M. | Trackman | Lake Placid | July 13, 1901 | Mar. 13 |
| Wint, Carl | Trainman | Wilkes-Barre | Nov. 13, 1911 | Mar. 24 |
| Worth, Lester | Laborer | Oneonta | Sept. 7, 1926 | June 11 |
| Wujciak, Peter | Car Repairer | Glenville | Sept. 7, 1922 | Nov. 3 |
| Wysocki, Joseph | Mine Cave Watchman | Moosic | Mar. 19, 1926 | Jan. 4 |
| Zikar, Frank | Crossing Watchman | No. Albany | Jan. 7, 1930 | Nov. 30 |

Requiescat in pace

Prize Section Awards for 1935

CASH awards totaling over \$1,600 were distributed among the foremen of Prize Winning Sections which were recently announced for the year 1935. Following the custom of the past ten years, first, second and third prizes were awarded for both Main and Branch Line sections, as well as similar Division and Yard prizes and second prizes on each division for the section showing the greatest improvement. The decisions were based upon the physical condition of the sections and the man-hours spent in their maintenance, due regard being had for variations in traffic, physical conditions and extraordinary occurrences. Awards were made as follows:

SYSTEM

| DIVISION | SUB. DIV. | SEC. | PER CENT | FOREMAN | LOCATION | AMOUNT | PRIZE | |
|-------------|-----------|--------|----------|---------------|----------------|---------|--------|-----------|
| Susquehanna | C | 8 | 96.62 | M. Caracciolo | Afton | \$50.00 | First | Main Line |
| Susquehanna | C | 4 | 96.14 | L. Sandike | Wells Bridge | 25.00 | Second | |
| Susquehanna | C | 9 | 95.97 | L. Caracciolo | Nineveh | 15.00 | Third | |
| Susquehanna | D | CV 2 | 91.55 | A. Falzarano | Sharon Springs | 100.00 | First | |
| Champlain | K | Tico'a | 89.64 | J. Seymour | Ticonderoga | 75.00 | Second | Branch |
| Susquehanna | D | CO 1 | 88.17 | D. Tucci | Milford | 35.00 | Third | |

DIVISION—MAIN LINE

| DIVISION | SUB. DIV. | SEC. | PER CENT | FOREMAN | LOCATION | AMOUNT | PRIZE |
|--------------|-----------|------|----------|------------------|----------------|----------|--------|
| Champlain | K | 4 | 88.42 | M. Alteri | Crown Point | \$100.00 | First |
| | L | 1 | 87.96 | H. Willette | South Junction | 60.00 | Second |
| | K | 5 | 86.75 | S. Dismone | Port Henry | 35.00 | Third |
| Saratoga | F | 5 | 85.44 | V. Santarcangelo | Watervliet | 100.00 | First |
| | F | 15 | 83.24 | J. Corsale | Saratoga | 60.00 | Second |
| | F | 9 | 83.08 | G. Cefferillo | Mechanicville | 35.00 | Third |
| Susquehanna | C | 8 | 96.62 | M. Caracciolo | Afton | 100.00 | First |
| | C | 4 | 96.14 | L. Sandike | Wells Bridge | 60.00 | Second |
| | C | 9 | 95.97 | L. Caracciolo | Nineveh | 35.00 | Third |
| Pennsylvania | A | 5 | 89.49 | G. Freeman | Moosic | 100.00 | First |
| | A | 9 | 88.19 | S. Napoli | Dickson | 60.00 | Second |
| | A | 4 | 87.48 | A. Delveque | Pittston | 35.00 | Third |

YARD

| DIVISION | SUB. DIV. | SEC. | PER CENT | FOREMAN | LOCATION | AMOUNT | PRIZE |
|-------------|-----------|------|----------|-------------|------------|----------|--------|
| Susquehanna | C | 12 | 96.10 | J. Whalen | Binghamton | \$100.00 | First |
| Susquehanna | E | 11 | 95.00 | J. Orologio | Delanson | 75.00 | Second |
| Susquehanna | C | 1 | 94.66 | A. Powell | Oneonta | 50.00 | Third |

SECTION SHOWING GREATEST IMPROVEMENT

| DIVISION | 1st PRIZE | | | | | 2nd PRIZE | | | | |
|----------|-----------|------|---------|------------------|----------|-----------|------|---------|-------------|----------------|
| | SUB. DIV. | SEC. | AMOUNT | FOREMAN | LOCATION | SUB. DIV. | SEC. | AMOUNT | FOREMAN | LOCATION |
| Champ. | M | 5 | \$50.00 | F. Romeo | Standish | K | 3 | \$25.00 | D. Barber | Ft. Tic'deroga |
| Sara. | I | 1 | 50.00 | Joseph Izzo | Saratoga | J | 3 | 25.00 | V. Scarlota | Rupert |
| Susq. | E | 7 | 50.00 | Joseph D. Mirand | Delmar | D | 10 | 25.00 | D. Lavech | Colliers |
| Penn. | W.B.C. | 1 | 50.00 | C. Vigliotti | Hudson | A | 5 | 25.00 | G. Freeman | Moosic |

Forestry on The Delaware & Hudson

(Continued from last month)



Cavity Filling in
Hard Maple, Lake
George Village

ers. This is done along all the high roads where the nature of the soil allows. Besides the motives that have been mentioned, it may be added that the Great Khan is the more disposed to plant trees because astrologers tell him that those who plant trees are rewarded with long life."

In 1926 the company realized the possibilities attendant on reforestation throughout the territory and was instrumental, through several years of effort on the part of the Industrial Development Department, in advancing both State and private reforestation activities in the counties served. At that time the custom of spring and fall tree planting by the

I SHOULD like to quote from *The Travels of Marco Polo*, the thirteenth century world traveler: "There is a regulation adopted by the Great Jgengis Kahn that is ornamental and useful. At both sides of the public roads he causes trees to be planted, of a kind that become large and tall and, being only two paces asunder, they serve, besides the advantage of their shade in summer, to point out the road when the ground is covered with snow. And this is of great assistance and affords much comfort to travelers.

Vice-President and General Manager and staff on inspection tour of the railroad, was instituted, and has been continued to the present. Some of these plantings have developed to a considerable efficiency for snow protection, and all surviving are fine living examples of the interest of the officers in the practicability, utility, and beauty of tree planting. Possibly you who have participated would like to know that they now present actual or potential snow protection to over 22,000 linear feet of trackage.

In the fall of 1929, 175,000 trees were planted on the Champlain Division along the right of way for snow protection, in certain areas as forest plantations, and at some of the stations. Extremely adverse weather conditions at once following the operation accounted for large losses, and grass fires accumulated many more. However, at certain points the trees survived. The blocks of young forest planting, and most of the larger and more noticeable snow fence plantings now to be seen on the division, represent that effort. Considering the many extended periods of drought in the years since then, it would almost seem surprising that any considerable survival obtained or that such development of the survivors would occur.

Recent Developments

It was deemed feasible with the start of the year 1930 to add a trained forester to the staff of the Industrial Development Department, and the speaker is pleased to have been with the railroad since that time. After certain reconnaissance two forestry trained helpers were secured and general forestry



25-year-old Scotch Pine Plantation near Schenectady



Black Locust fence posts

activities were developed chiefly in cooperation with the engineering, maintenance, and real estate forces.

The first movements were investigation and record of all previous forestry work, together with an inventory of all lands potentially available for forestry purposes. This of course revealed the hitherto unknown role that forestry had occupied in Delaware and Hudson activities, and also uncovered the existence of numerous old plantations, tree snow fences, and some 4,300 acres of land. The need for a general tree inspection and maintenance service was soon apparent, and other duties and activities developed so rapidly that even now there are numerous phases that have so far received but small consideration. Very definite progress has been registered generally and with the passage of time many projects undertaken will be matured.

The work of inventory has included location, inspection, and study of the land areas, tracing and remarking boundaries, and preparation of type maps of the forest condition and other physical features of the lands. Form record cards have been prepared for listing the data on each parcel of property and, with the map, the complete information is on file. The field work of cruising the standing timber has

been carried on and there are estimated to be 4,600,-000 board feet on the 1,500 acres forested and bearing trees of a size large enough to measure. To what extent this timber may meet any requirement of the railroad uses has not yet been fully developed, but it is very likely that a quantity of it will be so utilized. There is commercial outlet in the territory and an improvement in the timber market is sure to see some disposition in that direction.

There are about 1,500 acres of land suitable for reforestation and to date approximately 250 acres have been replanted with red and white pine, and black locust.

Planting throughout the state has chiefly been with softwoods which are relatively easy and economical to propagate and plant, and about the only hardwood planting has been on an experimental scale. However, certain of it has developed to the extent that it can be recommended with limitations.

Natural volunteer growth is starting on some of the lands but it is not generally of a desirable character, and it will be necessary to plant these lands as rapidly as possible to insure their stocking with suitable species. Where the advance growth is satisfactory, only a partial or skeleton planting will be required to fill the open spots. Where there are no chances for natural seeding, it is essential that the other open lands be planted as rapidly as possible before weed trees become established and so render planting difficult or inadvisable.

In addition to the division inspection planting for snow protection, and that done in 1929 on the Champlain Division, planting for that purpose has progressed yearly. Most of the bad snow locations on the main line of the Champlain Division where trees could be placed, have been filled, and will, in from three to seven years, start to furnish protection. A few locations on both the Saratoga

(Continued on page 29)

The butt of a huge elm at Rupert, Vt. Removed on account of its dangerous condition.



The

**Delaware and Hudson Railroad
CORPORATION**

BULLETIN

Office of Publication:
**DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.**

PUBLISHED MONTHLY by The Delaware and Hudson Railroad Corporation, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

All communications should be addressed to the Supervisor of Publications, Delaware and Hudson Building, Albany, N. Y.

Vol. 16

February 1, 1936

No. 2

Are We Sane?

AN old test for the purpose of telling whether or not a person was an imbecile involved a pail, a dipper and a water faucet. From the open faucet water was allowed to run into the pail. The object of the test was given the dipper and told to empty the pail by dipping out the water. If he started vainly dipping without first shutting off the flow of water from the faucet, he was considered to be an imbecile, while if he first shut off the water and then proceeded with the dipping there was some probability that he was not as foolish as had been suspected.

How many of us, the Great American Public, can pass this test when it comes to the question of our Government, particularly with regard to the matter of government expense and taxation to raise the money thus spent?

The idea that you are an imbecile or anything of the sort is quite absurd, and yet—

We rail against increased taxes *but* demand or at least fail to actively oppose expenditures which are unnecessary and inadvisable.

We are "sold" on a system of "farm to market" highways to help the farmer, *but* we get a net-work of concrete super-highways, paralleling the railroads, connecting the big industrial centers, over which operate coast-to-coast motor caravans which pay no taxes or maintenance on their right of way, preferring to leave this item to the farmer as his "benefit" from the project.

We are in favor of spending some 50 millions to "improve" the New York State Barge Canal so that more vessels can carry a greater tonnage

through it at the expense of the tax-payers of the state, despite the unrefuted statement that New York could save money by closing the canal and paying the freight by *rail* from Buffalo to New York City on all shipments now using the canal.

At a time when the country is further in debt than ever before in its history there is clamoring for the expenditure of 12½ million dollars for a War Memorial in the city of Albany, etc.

Perhaps you are about ready to agree that the faucet, pail and dipper test is quite unnecessary!

What is the use of crying out against taxation unless we go to the sources of the trouble: spending and the spenders?

The so-called "Nebraska Plan" offers a basis for a declaration of policy on the part of the electorate for the guidance of their representatives in the halls of government, and it is high time that these gentlemen were given to understand that they were chosen to represent the public rather than to rule it.

Briefly, the Plan advises:

- (1) Pay as you go; issue no state bonds, few county bonds.
- (2) Reject new encroaching forms of taxation, particularly "painless" taxes.
- (3) Watch public spending and watch the spenders.
- (4) Remember that even in these changing times the functions of local government are essentially the same as they were 15 years ago and should cost no more.

That the plan is workable is proven by results obtained. An Omaha editor says, "by pounding away on the theme of economy, by emphasizing that the spigot of the tax reservoir is more important than the intake, they have jointly brought about a 36 per cent reduction in taxes." Yet they have also built a 10 million-dollar capitol which is not only debt free, but \$200,000 under the estimate, the taxpayers benefitting by a "dividend" of this amount.

All of which goes to prove that the bucket, dipper and faucet are not needed to prove the sanity of the Nebraskan electorate. Must they be reserved for our part of the country?



There's no skill in easy sailing when the skies are clear and blue, there's no joy in merely doing things which any one can do. But there is some satisfaction that is mighty sweet to take, when you reach a destination that you thought you'd never make.

—*Spirella*.

Forestry

(Continued from page 27)

and Susquehanna Divisions have been treated likewise and are to be extended. The old tree snow fences have amply demonstrated their efficiency and economy and, counting them along with the others, there is now afforded actual or potential protection to 230,000 linear feet of trackage.

Fuel and Fence Posts

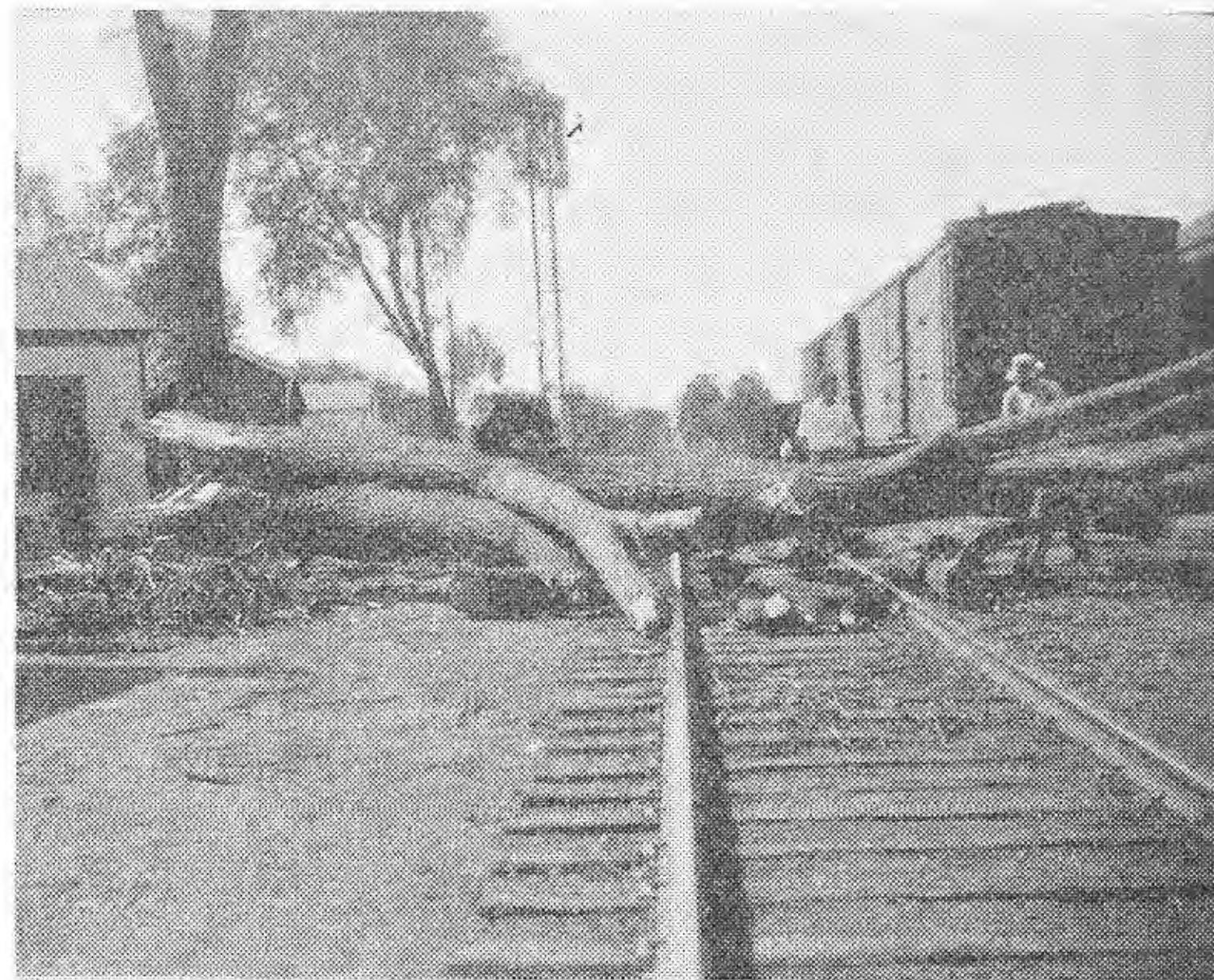
Woodland areas on leased farm properties have also been given attention in order that they would not be dissipated by the tenants, and so their productivity would be maintained and increased. The woodlands on these properties often comprise a good proportion of the farm value, and are, where well stocked and located, capable of measurably adding to the revenue possibilities of the property. The tenant is in a fine position to utilize for fuel and in other ways all of the low grade materials necessary to be removed from the stand while the main crop is maturing, thereby saving the cost of improvement operations and effecting an economical disposition of the wood.

Two jobs have been handled to get out fence post material for railroad use. One represented a crop cut of black locust, and the other a salvage cut of blight-killed chestnut. Both have meant the highest utilization of the product produced, and may indicate a disposal for additional material as it becomes available. Cutting of the locust represented the harvest of a forest crop, and also the removal of numerous smaller "brood trees" which sheltered large numbers of the locust borer, an insect that has caused heavy damage in both the naturally grown and also the planted trees. In the three-year period since then, stump sprouts, root suckers, and seedlings have sprung up in abundance to form a new stand. It is regrettable that such was not the case on the chestnut area, since that species is doomed by the chestnut blight. Other hardwood growth of red and white oak, basswood, and ash, mixed with the dead chestnut, now claims the ground and composes a thriving stand.

Landscape

A limited amount of ornamental or landscape tree planting has been done around the stations and other similar properties and, with the return of improved business conditions, there is more that can be very well recommended. Well constructed and maintained buildings in unadorned locations lose much of their built-in value, whereas even a second-class structure, questionably maintained, at once takes the eye if even simply landscaped.

With properties extending through New York



*Removal of Dangerous Elm
Ballston Lake, N. Y.*

State, into Canada, and into Vermont and Pennsylvania, it could readily be expected that there would be many individual trees that required periodic attention. A general tree service has been provided that is becoming of increasing importance, as employes all over the road accustom themselves to watching tree conditions, or are having trees reported by others. Trees have been known to blow down across the tracks, delaying trains. They have fallen across the pole lines and have disrupted the entire communication system, or have seriously interfered with their operation. They are a positive menace when in poor condition and located near streets, sidewalks, tracks, wires, or buildings. There was one tree on the property which even started to push a house down, and a number of trees have threatened to plug deep sewer pipes.

A constant vigilance is maintained by forestry employes in all their travels on the properties, and a regular periodic patrol is made to inspect the forest properties for fire, insects, disease, or other depreciation. It is somewhat common to see trespass on privately owned woodland property for an occasional load of fuelwood, for dumping, for pasturing of domestic animals, or for recreational or personal pursuits of legitimate or other character. Such actions are rapidly disappearing in regard to the woodland properties of the Delaware and Hudson Railroad.

Considering the Delaware and Hudson Railroad territory as it extends the length of New York State the importance of forestry and conservation developments by public agencies are of direct concern to our operation. From 1885 to 1935 are 50 years marked by progress that has become model to other states and other countries. The Adirondack and Catskill Forest Preserves of over 2,300,000 acres

embrace a vacation country without equal that supports a summer business of great magnitude, and amply protects the headwaters of the most valuable rivers of the state. Six years' effort on the new reforestation program designed to reforest 1,000,000 acres of idle land to be acquired by the State now registers a total of over 200,000 acres. The extensive park system, and the recreational development in the Forest Preserve, serve to provide exceptional facilities to the residents of the state, and yearly attract many thousands of tourists to also participate in their endless features of enjoyment.

Directly or indirectly, the railroad is in a position to gain by all phases of this development, and does profit to the extent that general business conditions

warrant travel and vacationing by the general public. The industries dependent on raw materials of the forest have all maintained a very reasonable level of activity during the past several difficult years, and as a production is developed from these state forests, the continuity of their operations will be the more assured. They are an important feature of the prosperity existing in our territory and in locations where they have long since ceased to be a factor, it may reasonably be expected that they will again come into prominence with every expectation of permanence.



Persons under thirty seldom know very much, unless Fate has been kind and kicked and cuffed and spanked them a lot.—*Screenings*.

5 Millions To Employees

PAYMENTS to Delaware and Hudson employes under the Group Insurance Plan now total more than five million dollars, that figure having been passed in the closing days of 1935. It has been 14 years since PRESIDENT L. F. LOREE, on January 1, 1922, announced that a contract between the Metropolitan Life Insurance Company and The Delaware and Hudson Company had been signed providing a group plan of insurance against the hazards of death, sickness, accident and disability, special protection being provided against accidental death and unemployment resulting from dismissal.

In the course of the next four years thereafter, Delaware and Hudson employes and their families received their first million dollars in benefits paid under the terms of the plan, this mark being passed on April 13, 1926. The second million-mark was passed in January 1929 and the third in May 1931. Just before October 1, 1933, the record showed that the fourth million-mark had been passed and it is but a little more than two years later that we record the payment which swells the total to over five millions.

More than three millions have been paid on Life Insurance, there having been just 2,000 such claims. Payments covering 12,545 cases of sickness amounted to over \$1,318,000. Accident Insurance repaid 1,516 policy-holders nearly \$130,000. As Dismissal Allowances 499 employes leaving the service collected nearly \$40,000. The balance was paid to holders of policies providing against Accidental Death and Permanent Disability.

Of the employes eligible for insurance under the plan, 95.5 per cent have subscribed for one or more options.

Clicks from the Rails

High Speed Delivery

of orders and messages to train and engine crews is now possible on the Baltimore and Ohio with the introduction of a patented "delivery fork." It consists of a "Y" shaped fork with a cord placed over the tips of the prongs and brought downward to meet the handle bolt holding the cord-clips in place. Train orders, etc., are held firmly in the slip-knot loop. In catching the orders, an engineer or trainman passes his hand and forearm between the prongs, catching only the cord to which the order is attached and the fork remains with the operator.



"Queerest Railroad on Earth"

honors might go to an ancient British line linking the Weal of Kent with Sussex. Turntables are unnecessary for there is an engine at each end of the one train, with passenger seats between, the driver moving from one end to the other when reversing direction. The 15-mile line, once extremely busy, is now overgrown with weeds, and will soon follow other unnecessary roads into abandonment.



Sadie, Station Mascot

at St. Joseph, Mo., was a dog which had "adopted" the employees in that terminal and could pick a railroad man from a crowd. When the first streamlined train passed through the city, Sadie was an honored guest aboard. When she died the other day her friends buried her in the station flower garden. Six two-day-old puppies survived.



"On Time" Performance

records were shattered by the London-Edinburg express which, in 120 trips over a 400-mile run, on a 70-mile-an-hour schedule was late a total of only three minutes.

Stamps Show the History

of the development of German locomotives during the 100 years of their existence. As part of the centennial celebration, four stamps were issued, each showing a German locomotive or train. They depict: the first engine used in Germany, the British-built, 8-ton *Der Adler* (The Eagle), capable of running 25 miles per hour; second, the *Rheingold*, de luxe flyer operating between the Hook of Holland and Basle, Switzerland; third, the *Flying Hamburger*, the first of a series of high-speed, streamlined, Diesel-electric trains; and fourth, the first fully streamlined steam locomotive to be built, designed to average 93 miles per hour, but which has actually run 119 m. p. h. on tests, and which represents the most modern passenger power in Germany today.



Half a Cent a Day

revenue is too small to justify the continuance of a station, the New York State Public Service Commission ruled in permitting the closing of Forbes Avenue (Rensselaer, N. Y.) station. In one year the total revenue from the station was exactly \$1.54, received from seven passengers, an average of one ticket sale every 52 days.



German Grade Crossings

are to be indicated by three standard signs in the future: a disc, with three red stripes, placed 240 yards from the crossing; a second disc, bearing two red stripes, 160 yards from the tracks; and a third, with one stripe, 80 yards away.



Bulletin Readers

who wish to receive copies of *The Index* to the 1935 issues should apply to the Supervisor of Publications, Room 905, Delaware and Hudson Building, Albany, N. Y.

The Congressional Limited,

crack Pennsylvania flyer operating between New York and Washington on a mile-a-minute schedule, celebrated its golden birthday Saturday, December 7. Hauled by new streamlined, 4,620-horsepower electric locomotives, *The Congressional* covers the 225 miles in each direction in 225 minutes, including six intermediate stops, one of the most remarkable schedules in the world. On its birthday trips the station gates carried signs announcing the event, patrons in the dining car were served with slices of a birthday cake, each received a souvenir menu, printed in gold, while each woman patron was given a yellow rose.



Three Bulls Ran Wild

on the Great Western (England) when they escaped from a pen and charged through the station at Bristol. While passengers climbed signal posts to escape, one bull charged an approaching train, but was stopped by the locomotive. A hose was turned on another but it knocked down several men and fled. The third, cornered in a subway, was thought to have been subdued when ropes were secured across the opening; however, the bull leaped over them and the chase started anew. One was eventually captured, while two were shot.



A Baby Slept

in a parked automobile outside a Canadian National station recently, not knowing that its mother was miles away, carried off on a train which she had boarded to see some friends off on a journey. When she realized her predicament the train was going so fast she had to remain aboard until the next station was reached and she returned home on the next train. Presumably she found her baby safe for the conductor, who reported the incident, heard nothing further from her.

Design Your Living

DON'T be afraid to be alone! You really get nothing from people, hordes of people skipping through your life, hardly touching you. Until you mean something to yourself, you can't be important to anyone else. One must live the good alone-life, in order to grow and develop in one's own way.

You develop your best—alone. "Happy is the person who demands of life the leisure to catch the beauty and emotion of deep living."

—GRACE MOORE